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FINAL MEETING ON NEW FLIGHT TIME RULE SET FOR SEPTEMBER

Federal Aviation Administration will give the industry one final chance in September to argue for or against new flight time limits for Part 121 and 135 commercial pilots before the agency writes and implements a final regulation. A notice of proposed rule making was published in late March after months of meetings between FAA and industry interest group representatives and FAA is now reviewing comments generated by that NPRM *(BA, April 2/107)*. Officials told *BA* last week they have set aside Sept. 11-13 for parties to make their final arguments in a public meeting before implementation of a new standard of flight time limits.

An FAA official who has been involved in drafting a new flight time standard said most questions have been resolved, with only a few "clear cut issues" remaining. -Union representatives have objected to provisions in the NPRM that would permit carriers to schedule pilots for as many as nine hours of flight time during the same duty period, arguing instead for an eight-hour standard. They also oppose provisions permitting the normal nine-hour scheduled rest period to slip to 7.5 hours under some circumstances *(BA, Feb. 20/58)*. FAA officials believe they will have a final rule written this fall, but final publication and implementation could be delayed until late in the year while the measure is reviewed by Transportation Department and Office of Management and Budget officials.

FAA REVOKES RACO HELICOPTER'S OPERATING CERTIFICATE

Federal Aviation Administration has revoked Raco Helicopter Corporation's air carrier operating certificate for violations of various Federal Aviation Regulations (FARs). A Raco Aerospatiale AS350 on an air taxi flight from Atlantic City, N.J. to Garden City, N.Y. crashed June 19 off the coast of Island Beach Park Beach in N.J. All three aboard were killed, including the pilot. FAA said the AS350 was not listed on Raco's operations specifications and the pilot had not satisfied crewmember testing and training requirements for Part 135. "In addition, Raco refused to make its pilot records and Part 135 records available for inspection," FAA said. Raco is based at Monmouth County Airport in Farmingdale, N.J. and has one helicopter—a Bell 206—listed on its operations specifications. The emergency order of revocation was issued by FAA's Eastern Regional Counsel's office on July 13.

FAR PART 23 REVIEW WILL CONSIDER OVER 400 PROPOSALS

Federal Aviation Administration has scheduled a week-long review of FAR Part 23 in October where officials expect to discuss more than 400 proposals to modify, delete or adopt new design and manufacturing standards for small aircraft. Review will be held Oct. 22-26 at the Sheraton St. Louis Hotel in St. Louis, Mo. and will include an estimated 300-400 representatives of the general aviation industry, FAA and foreign airworthiness authorities *(see meeting details on back of Page 38)*.

Initial notice of the review was published early last year *(BA, Feb. 7, 1983/42)* and FAA officials said they received some 560 individual proposals for changes to the existing Part 23 regulations. Officials told *BA* last week they expect to winnow that total down to something over 400 separate items before a conference agenda and listing of proposals is printed late this summer. Part 23 is a recodification of the old

(Continued on the following page)

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
May 31, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,484,668,905.71	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	4,681,968.00	39,982,689.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	217,000.00	1,794,000.00
2. Non-commercial 9 cents tax	-280,348.00	17,127,794.00
3. Non-commercial 5 cents tax	-94,116.00	6,162,598.00
4. Transp by air,seats,berths,etc.	170,571,331.00	1,338,764,379.00
Use of international trav fac	5,729,995.00	47,950,527.00
Transp of property and cargo	16,386,412.00	80,485,418.00
Total Tax Receipts	197,211,242.00	1,532,573,405.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	121,703.00	468,089.00
2. Any liquid fuel except gas	242,468.00	617,417.00
3. Gasoline -Retailer's tax	0.00	436,703.00
Total Reimburse for Tax Refunds	364,171.00	1,522,209.00
Net Tax Receipts	196,847,071.00	1,531,051,196.00
C. Interest on Investments	3,783,759.30	262,381,617.19
Net Receipts	200,630,830.30	1,793,432,813.19
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-225.60	256,676,645.05
2. Grants-in-aid for airports	35,276,350.20	438,132,955.97
3. Facilities & equipment	21,770,794.85	172,260,340.71
4. Research engineering & development	13,186,245.53	86,068,832.15
B. NOAA weather services	-545.64	12,447,837.13
C. Interest on Refund of Taxes	64,066.00	296,341.00
Total Expenditures	70,296,685.34	965,882,952.01
IV. BALANCE - END OF PERIOD	5,615,003,050.67	5,615,003,050.67

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	182.64	
Operations	3,354.95	
Grants-in-aid for Airports	6,962,444.37	
Facilities & Equipment	2,287,913.63	
Research Engineering & Development	2,944,992.21	
NOAA weather services	1,052,162.87	
		13,251,050.67
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
10-3/4% maturing JUNE 30, 1984	4,995,684,000.00	
10-7/8% maturing JUNE 30, 1984	395,020,000.00	
11 % maturing JUNE 30, 1984	211,048,000.00	5,601,752,000.00
Total Assets		5,615,003,050.67
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		5,615,003,050.67
Total Liabilities and Equity		5,615,003,050.67

Treasury Department Chart